

# The Times Dispatch

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WEDNESDAY, JULY 16, 1913.

## PROTECTING THE PUBLIC.

President Wilson has again earned the gratitude of his countrymen by using the authority of his office and his personal influence to prevent the threatened strike on Eastern railroads. The responsive action of Congress shows an effective desire to protect the public. The passage of the amendment authorizing the use of force in the case of a strike on the part of the railroads is a timely and effective measure. The country will wonder why other pressing problems are not attacked with the same vigorous desire to get results.

The entire conduct of the presidential campaign is indicative of a healthy public sentiment. The meeting of railroad presidents with the chief officers of their employees to talk a delicate situation over with the advice and support of the chief executive and the Cabinet sets an admirable precedent for further constructive progress in the solution of our troubles. The object lesson furnished both labor and capital by this reasonable gathering to decide what is best with due consideration of the people of the country at large will be as valuable as the actual achievement in furthering industrial peace.

The new act under which the two parties of the dispute are to consider their differences seems to meet with the approval of both sides. Its chief provision is for an enlarged board of arbitration, which, it was contended, was necessary in the adjustment of such comprehensive and far-reaching difficulties. Three arbitrators can be employed for the settlement of wage disputes between one road and its employees. For the handling of group appeals, six are to be provided, two chosen by the roads, two by the workers, and two more by these four. In case of failure to agree upon the last pair, the board of arbitration established can select the last arbitrators. Herein will be its chief power.

The general railroad strike should be an impossibility. It is to be hoped that this improved method of conducting an impartial inquiry into the facts, with a consequent just settlement of conflicting claims, will make such strikes really impossible. The recognition by both parties of the right of the outside public to have a powerful voice in making peace means that railroads and men realize their responsibility to the people.

## THE CAMP-SITE ONCE MORE.

To satisfy the curiosity of the public and to keep the record straight, will the resident officers of the First Regiment explain the significance of those remarkable pictures of the campsite printed in yesterday's Times-Dispatch? What all the places? Had there been a flood similar to that which ruined bayonet? Had there been an earthquake somewhere that sent a great tidal wave over the camp? Is the camp located on the shores of some undiscovered Nile which overflows every year? And is there reason to believe that what happened when the First Regiment was in camp can happen again, and still more?

We ask these questions because, as our readers will recall, there was no little criticism of the camp-site selected by the State. For the sake of our sister cities by the sea, we hope that conditions at the campsite last week were exceptional, and that the State has not been hauled a gold-brick. But, at the same time, we must protest that we sent the boys to Camp Dickson to study land maneuvers and not to become mud-turtles or semaphores.

## PUTTING JAPAN IN A HOLE.

In a Monthly editorial review of the disposition of the California land act between Admiral Mahan and Sir Valen, the child, the London Times comes to the conclusion that the former has the better of the argument.

But it also concludes that as a matter of fact it is really doubtful what Japan really wants, or whether, indeed, she knows herself what she wants. It thinks that Japan's immediate need is clarity of thought, seeing that while on the one hand she demands recognition because her people are not as other Asiatics, on the other hand, and here it quotes the Tokyo correspondent, her publicists "are asserting the leadership in the plans of the 'colored' races against the 'uncolored'."

As the Times sees it, these two claims are mutually destructive, and Japan cannot have it both ways. The Times cannot reconcile them on any other hypothesis than the implied one that Japan is contending for an abstract principle in entire disregard of the logic of the case, and the promptings of race instinct, more in order to divert the Japanese public mind from menacing home problems than in any hope of carrying her professed point.

Since the California issue arose there have been a good many developments in the negotiations and in Japanese domestic politics, which tend to sustain the Times's view.

In a final word, that contemporary puts Japan cruelly in a hole by admonishing her that before she forces the problem to become acute, she must make up her mind whether she wishes to present herself as aloof from other

Asiatic races, or as the avowed champion of Pan-Asiatic ideals. Precisely, and none can doubt what for her own salvation must be. Japan's decision when she shall have been brought squarely to book. Consequently none can doubt, it would appear, that she will abandon her equality contention by letting it die a natural and logical death, especially considering the repeated warnings the British press have given her that "similar" conditions and sentiment to those existing in California obtain in British Columbia, Australia and South Africa.

At bottom the argument of the Times is to the effect that, now the first excitement over the issue is past, the question has resolved itself largely into an academic one, destined to end about where it began. And for the very potent reason, among others, that Japan cannot afford that it should be otherwise. It is more than probable, in truth, that since realizing the attitude of the British masses, as reflected by the British press, Japan already wishes she had never begun, and is only awaiting development of the best opportunity to save her face at home and abroad.

## MR. MOORE'S PLAN OF SEGREGATION.

The digest of State Auditor Moore's plan of segregation, which The Times-Dispatch presents to its readers this morning, is one of the most important official publications of the year. It is the deliberate proposal of a man long trained in public service and intimately familiar with the needs of tax reform in the Commonwealth.

As such, Mr. Moore's plan should not be carelessly discussed or put aside with unthinking approval or condemnation. It should be examined in detail, tested in its operation on every locality, and subjected to the closest scrutiny in its bearing on business.

In the circumstances, therefore, we wish to do no more at this time than to call our readers' attention to the plan and to promise a detailed discussion and analysis as soon as we can give the scheme the attention it deserves.

In the meantime, while deferring judgment, we think the people of the Commonwealth should thank Mr. Moore for the care with which he has discharged this important and onerous duty. We trust he has brought out a just and satisfactory plan, but even if he has failed, he has at least done his best to solve problems which grow more complex with every passing year of criminal neglect.

We are glad, also, that the plan has been presented to the public in ample time for careful study. With this evidence before them six months before the Assembly meets, our legislators have at least one alternative of genuine tax reform upon which to reflect.

## LET BOARD ACT REGULARLY.

Mayor Ainslie is right in insisting that the Administrative Board proceed in accordance with the act by which it was created and its powers defined. Strangely enough this demand, which on the surface appears to indicate a lack of harmony between the branches of the Richmond government, is, in fact, directed at producing ultimate peace and co-operation. It is in line with the suggestion of The Times-Dispatch that harmony comes in action and not in mere quiescence. For as long as there is a failure to define and segregate the powers of the board, the Mayor and the Council, so long will there exist a potential cause for difference. There may be friction over methods, when none actually exists between desires and plans. When the functions of these parts of our government are separated clearly and distinctly there will be no trouble in avoiding difficulties about overlapping jurisdiction and rights.

The present tendency in municipal control is to emphasize the valuable functions of the Mayor. In Richmond we think much good might be done by the entrance of the Mayor into very active participation in directing public policy. He should be a clearing-house of information, and a source of stimulation and inspiration. If, as Mr. Ainslie thinks, the right course of action is for the board to present recommendations through him to the Council, the board will fail of approval if it neglects this provision and subordinates the letter of the law to its own desire for authority and power.

## THE DOWNTOWN SINNER.

The good people of the Broad Street Methodist Church are to meet to-night and discuss that question which every church so situated has to face sooner or later—whether the church shall remove to the neighborhood where its members live or remain at its old site and try to save downtown sinners. And it is a complex problem even for a church with such a splendid tradition as Broad Street.

We feel sure that the able business men who compose the congregation will decide wisely and rightly, and we would not seem officious in matters of this sort. Yet the problem of the downtown church is as much a problem of the town as of the church, the city not less than the membership is interested in the solution.

If the downtown churches move westward, what is to become of the downtown sinner, and who is to be spiritual guardian for the thousands who live in the neighborhood where these churches are now located? It is useless to say that there are not those who need the ministrations of downtown churches. In the area back of Broad Street, for instance, are the student boarding houses, the homes of hundreds of good citizens, while near-by is the transient population of the hotels.

On the other hand, experience seems to show that but a very small percentage of those who reside near these churches ever enter them. The faithful who finance the church and are its backbone in every sense have to come long distances at great inconvenience. The result is that in rainy or hot

weather the minister faces empty pews, and the congregation becomes discouraged.

What are the churches going to do about it? We shall leave the answer to able men like those of the Broad Street Church. But we would remind our readers that in some cities the problem has been met and solved. Institutional and community churches have been established downtown which have ministered to thousands and have met the needs of those who will not go uptown. As far as we can see, the soul of the downtown sinner is as much worth saving as any man's soul.

## AT THE SUMMER RESORTS.

Breezy enough are the reports which come to the society column of this paper from the summer resorts. Everybody is having the time of his life. The hotels are full, the beaches are crowded, the cottages overflow, the weather is delightful, and the best season of years is in prospect.

We are glad of it—glad that the children can swim in as fine waters as wash the Atlantic coast, glad that our young people can climb the most beautiful mountains of the East, glad that weary mothers can find rest and recreation on broad piazzas sheltered from the July sun.

But we are glad the summer resorts are prospering because they mean much to the social life of the South. Our older readers will remember that before the war, the "springs" were the great gathering places of the elite. Thither mothers brought their daughters to be introduced to the world, thither came young cavaliers to find sweethearts, thither came weary public servants to rest. Even in the dark days after the war, our summer resorts welcomed their thousands and brought together friends whom the war had separated. General Lee went to the "springs" every summer and to meet him thronged the famous of the world. All this meant a better acquaintance and new friends and good feeling.

For some years, it will be recalled, the springs languished. Famous resorts were closed and ballrooms which had answered to the laughter of hundreds were deserted. And during this time, as we remember it, the social life of the State was at a low ebb; the good people of Richmond did not know their Norfolk cousins, the debutantes of Lynchburg did not meet the gallants of the Capital City.

Now that the old resorts are crowded once more, we Virginians are meeting one another again—to know one another better and to love one another more.

## HOLDING UP MAYO BRIDGE.

The new Mayo Bridge seems to be hoodooed. Various difficulties of construction, high water and dilatoriness extended the time of building over a year. Now when the bridge itself is almost ready for use, the Southern Railway has secured a temporary restraining order that will delay the acquisition of land for approaches. It claims that the strip of land twenty feet wide extending for about a block and a half along the west side of Fourteenth Street cannot be condemned for city use because it is already dedicated to a public service. Should an injunction be granted, the possible litigation may postpone the proper completion of the new street indefinitely, and even necessitate a change of plan.

The Southern claims that this strip is partly occupied now by necessary tracks, and that the unoccupied portion is "necessary and essential to the needed enlargement and development of its facilities as a common carrier." The question suggests itself at once: Is not this land even more essential to the enlargement and development of Richmond? Moreover, is not the growth of Richmond the most essential factor in this region for the future success of the Southern Railway?

Aside from the legal aspects of the case, which by previous action of the Corporation Commission seem to favor the city, is there not manifested here a decided lack of that co-operation on the part of the railroad that is highly necessary for the proper economic relations between two corporations, both of which intimately concern the welfare of the people at large? Granting that this land is needed by the Southern, we do not think it is absolutely essential. On the other hand, the right completion of the bridge depends fundamentally on securing adequate approaches.

It is to be hoped that the company will see its largest interest in the expansion of Richmond. We hear much of the public spirit now manifested by the railroad. The union station strikes evidence that the spirit of service to Richmond comes first in the minds of the railroads. Now is a good time for the Southern to set an example of compromise and co-operation.

Here's the way the stupid rural neighbor puts it over the brilliant urban automobilist, according to a Richmond tourist. He was down Toano way, and learned that a certain stretch of road was in very bad shape. The shady spots on the road did not dry out rapidly, so the storekeeper and others, who find the tourist right remunerative, kept cutting brush and piling it in the holes. The country residents kept pulling the brush out again as soon as it was put in. Reason: so many machines stalled in this ditch that one farmer had been able to make \$15 or \$20 a week pulling the unwary out of the slough. This genius is wasted in the backwoods. It ought to promote something in New York.

Maybe the big chiefs who put the military boys in that horrid camp at Virginia Beach wanted to teach them that war is just what General Sherman declared.

## On the Spur of the Moment

By Roy K. Moulton

The Last Straw.  
(The price of prunes has been advanced 20 per cent during the last two years.)  
Old Caesar said: "Et tu Brute!"  
And then prepared to swoon.  
And wistfully, like Caesar, now  
We gaze upon the prune.

Full many years the sturdy prune  
Has cheered us on our way;  
A loyal friend in time of need,  
At our right hand each day.

When cost of living soared and soared  
The prune stayed in its place,  
And shed a ray of hope upon  
A downtrodden human race.

The crape upon the boarding-house,  
There's no more fulsome glee,  
For very soon the common prune  
A luxury will be.

## According to Uncle Abner.

There are a lot of fellows in this world who don't live up to the advance notices passed out about them when they are ten months old.

There ain't so much difference between a nickel cigar and a 10-cent cigar it takes a nickel's worth of matches to keep it going.

One needed invention is a two-piece suit that will last two seasons.

The fellow who gets excited may splash around quite a lot, but the quiet fellow knows just as a hen's egg.

Anse Frisby's son lives in a flat down to the city. It is so small that his wife has to set her bread outdoors so it will have room to swell up.

There are a whole lot of famous diplomats in this world who can't frame up a good excuse for getting home late which will convince the wife.

The fellow who invented the typewriter increased the output of anonymous letters about 99 per cent.

It doesn't look as though we are ever going to get any good news from Mexico.

When a fellow is walking, the derved outbilities are in the way, and when it is driving, the derved pedestrians are in the way. It is all in the point of view.

## In This Paper Forty Years Hence.

John Hanks offers \$5 for a piece of hard coal as large as a hen's egg. He wants it for the baby to cut its teeth on.

An automobile was seen on our streets yesterday, and it attracted much attention as a relic of the old days. At high speed the old machine will run eighty-seven miles an hour. Several of our prominent aeronauts examined the machine, and were much interested in it.

With the circus which will exhibit in our city next month there is said to be the only living horse in the world. This animal was supposed to be extinct, but this specimen was found in one of the Western States and bought at a tremendous price by the circus managers. Several stuffed horses have been exhibited from time to time in the city museum, but this is the only live one seen in these parts in several years.

## Headlines of the Future.

Motorist Arrested for Blocking Traffic. Was Moving Only Ninety Miles an Hour.

Thieves Enter Garage and Get Away With Rich Swag—One Pint of Gasoline.

Cashier Has Beefsteak for Dinner; Bank Will Audit His Books Immediately.

Poor Man Makes Rich Find—One Peck of Anthracite in His Basement.

## Voice of the People

Selling Broad Street M. E. Church. To the Editor of The Times-Dispatch: I have received the following official notice:

"You are hereby notified that the pastor of your church, complying with a resolution adopted by the quarterly conference, in session July 7, has called a church conference of all the members of Broad Street M. E. Church to convene at 8:15 P. M. Wednesday, July 16."

The object of this conference is to consider the advisability of disposing of our church property with a view of moving to the business district, to prove or disprove the action of the last quarterly conference to that end.

Every adult member, male and female, has a voice and a vote in this important matter, and is urged to be present.

As a member of this church I want to raise my feeble protest to the selling of the old church on Broad Street, and here it is that the church can do its greatest work, because it is in the center of the business district. Here it is that Senators and Representatives delight to attend when in the city.

From a personal standpoint I would favor the move, because on August the 1st the old church was always ready a source of great convenience to me, but I am sure that the policy of the "four hundred" left behind.

Broad Street Church is a Christian place where the people of the city, and a great Methodist history, very near and dear to many a soul who could not be present.

## FLIES!

Horse manure is the principal hatching place for flies.

It can be made sterile with coal oil, carbolic acid, copperas water or dry lye by mixing thoroughly.

Horsemen, stablemen, owners of horses and sanitary inspectors, pay attention! Cut this out.

Let 1913 be a flyless year.

## Abe Martin

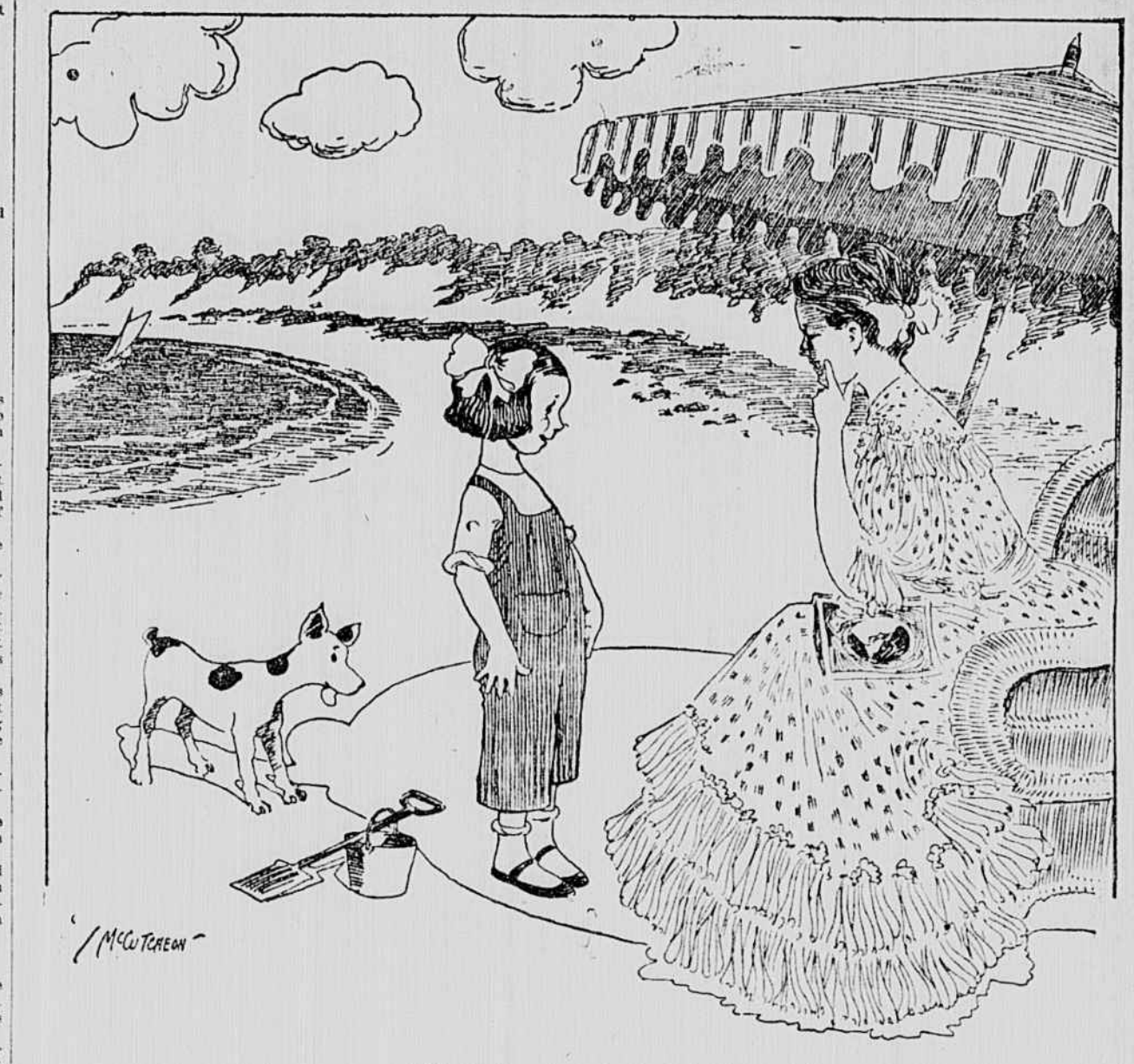
Here's the way the stupid rural neighbor puts it over the brilliant urban automobilist, according to a Richmond tourist. He was down Toano way, and learned that a certain stretch of road was in very bad shape. The shady spots on the road did not dry out rapidly, so the storekeeper and others, who find the tourist right remunerative, kept cutting brush and piling it in the holes. The country residents kept pulling the brush out again as soon as it was put in. Reason: so many machines stalled in this ditch that one farmer had been able to make \$15 or \$20 a week pulling the unwary out of the slough. This genius is wasted in the backwoods. It ought to promote something in New York.

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## HER FIRST PAIR OF JUMPERS.

By John T. McCutcheon.

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"Mama, now am I a little boy?"

## VIEWS OF THE VIRGINIA EDITORS

Michigananders Visit Goose Creek.

Two healthy and wholesome old Michigananders are over in Loudoun this week on Goose Creek, looking at the places where they used to duck the Minie balls—Manassas Journal.

## Sending Somebody for the Bacon.

But if Chalkley cannot be returned, let some progressive of proven ability and qualifications be united on and elected. If some start is not made, and that pretty soon, the standpatters will put forward some precinct rounder or twenty-two more politicians, and elect him. We want none of that. The Lord knows there will be enough Democratic standpatters in the next Legislature without adding any of the Republican variety.

This matter is important. Virginia needs more or less of overhauling and readjusting to progressive ideas, and the only way to get these things is through our Legislature. A good deal of complaint has been heard in the past how the Southwest section of the State is ignored and neglected—that it never gets anything. There is a good deal of truth in it. But the reason we never get anything is because, generally speaking, we never send anybody after it. The Legislature is not going to give us the things we need, and then send them to us charges prepaid.

Therefore we ask: If not, Chalkley, who?—The Wise Virginian.

## Some Potatoes.

During the month of June 3,500 cars of Irish potatoes were shipped through the Eastern Shore of Virginia Produce Exchange, against 2,000 barrels, the largest shipment of any previous year.

The Baltimore, Chesapeake and Atlantic Railway Company has moved 120,000 barrels in the past two weeks. It is estimated that the yield will be 2,500,000 bushels. The average yield is low during the week, ranging from \$1.25 to \$1.60 per barrel.

124 barrels of salable potatoes from one acre of land. The average negro day at 10 cents a barrel. One man in nine years was more than proud of the \$320 he carried home at night.

The yield is enormous, three-fourths of the potatoes being sold, enough to ship—Hamilton Enterprise.

## The Other End of Taxes.

The annual revenues of the State have been more than doubled in the past five years. The tax on the State reached the \$5,000,000 mark. The annual Roanoke Times on the 21st inst. discussing the tax question, declared:

"The truth is our taxes are not heavy or burdensome. If we could pay fairly, each citizen honestly contributing his part."

This is the honest taxpayer can justly respond: "Our taxes would not be heavy and burdensome if the revenues were fairly, honestly and effectively spent."—The Marion American.

## Fredericksburg as an Educational Center.

Fredericksburg has become a very attractive school center. We have a splendid corps of public schools, a splendid corps of scholastic training and educational advantages that merit the patronage of all the people of this State, and a normal school that is one of the best in all its department to be found anywhere. It has been in existence only a few years, yet the department of education has few equals and no superiors.—Fredericksburg Free Lance.

## Death and Destruction.

At the present time there are nine active contestants engaged in the swatting crusade being conducted under the auspices of the City Health Department. Alexandria Gazette.

## Why Sell 'Em? Eat 'Em!

C. W. Green has 1,500 watermelon vines on the King farm on the river, and they are looking nicely. With ten melons to the vine this would net him something like \$1,500. Making more on a good farm is as easy as rolling off a log.—Warren Sentinel.

## The National State and City Bank

invites you to open an account, either subject to check or at 3% interest in its Savings Department.... CAPITAL AND SURPLUS \$1,600,000.00

Highland Springs.